

DISCHARGES INTO,OR WITHIN ONE LINEAR MILE UPSTREAM OF AND WITHIN THE SAME WATERSHED AS,ANY PORTION OF A BIOTA IMPAIRED STREAM SEGMENT

All outfalls are either located further than 1 linear mile upstream or outside of the watershed of an Impaired Stream Segment that has been listed for criteria violated,"Blo F" (Impaired Fish Community) and/or "Blo M" (Impaired Macro Invertebrate Community), within Category 4a, 4b or 5, and the potential cause is either "NP" (nonpoint source) or "UR" (urban runoff).

STREAM BUFFER ENCROACHMENT

Stream Buffers are impacted by this project.

The contractor is not authorized to enter into stream buffers, except as described in the table below:

Name (name or number of feature)	Location of Buffered Streams and State Waters **			Stream Type (Warm/Cold Water) *	Buffer Impacted (Yes/No)	Buffer Variance Required?
	Alignment	Begin Sta (Lt or RT)	Ending Sta (Lt or Rt)			
Flat Creek	SR74 Bridge	Perpendicular Crossing STA 211+70		WARM	YES	NO
Stream #2	SR74 Culvert	Perpendicular Crossing STA 180+90		WARM	YES	NO
Whitewater Creek	SR85 Bridge	Perpendicular Crossing STA 30+30		WARM	YES	NO
Pond	SR74	STA 116+25 LT	STA 118+08 LT	WARM	YES	YES
Stream #2	SR74	STA 179+50		WARM	YES	YES

Rip Rap extends into the buffer area on SR85. Only hand placement of Rip Rap will be allowed within the buffer area. See Special Provision Section 805.

\* Warm water streams have a 25-foot minimum buffer as measured from the wrested vegetation. Cold Water streams have a 50-foot buffer as measured from the wrested vegetation.

\*\* Locations are approximate, a detailed location of stream buffers and authorized work areas are shown on the individual BMP sheets.

MONITORING GENERAL NOTES:

Representative sampling may be utilized on this project. The characteristics of the individual watersheds along the project corridor have been carefully evaluated and compared on the basis of drainage characteristics, watershed size, land disturbance and earth work. After evaluation of these items as presented in the projects drainage area maps, hydrology and hydraulic studies, construction plans and erosion sedimentation and pollution control plans, it has been determined that the increase in turbidity at the specified locations will be representative of the increase in turbidity for all waters leaving the site. Approved primary and alternate representative monitoring sites are identified in the table.

Monitoring site	Primary or Alternate Site	Location (Sta. and Side)	Name of Receiving water	Applicable construction stage for monitoring	Sampling Type (Outfall or Receiving Water)	Drainage Area	Disturbed Area	Warm or Cold water Stream	Site size	Appendix B NTU value (outfall monitoring Only)	Allowable NTU Increase (For Receiving Water)	Location Description
1.	Primary	211+55 LT	Flat Creek	IA, I, II, & III	STREAM (UPSTREAM & DOWNSTREAM)	24.3 sq.mf.	8J	Warm	77 Acres	NA	25	Stream
2.	Alternate	180+88 LT	Line Creek	IA, I, II	OUTFALL	0.2 sq.mf.	2J	Warm	77 Acres	50	NA	Outfall

(According to the EPD, additional monitoring sites may be required depending on significant changes in typical sections)

The primary site specified should be used as the initial sampling location. The alternate sampling sites may be used if additional sampling is required and/or if the primary sampling site is no longer located within the active phase of construction.

MONITORING SAMPLING METHODS & PROCEDURES

See Special Provision 167 and other contract documents for Monitoring Sampling Methods and Procedures.

READY MIX CHUTE WASH-DOWN

The washing of ready-mix concrete drums and dump truck bodies used in the delivery of portland cement concrete is prohibited on this site. In accordance with standard Specification 107 - Legal Regulations and Responsibility to the Public, only the discharge "chute" utilized in portland cement concrete delivery may be rinsed free of fresh concrete remains. The Contractor shall excavate a pit outside of State water buffers, at least 25 feet from any storm drain and outside of the travel way, including shoulders, for a wash pit area. The pit shall be large enough to store all wash-down water without overtopping the pit. Immediately after the wash-down operations are completed and after the wash-down water has soaked into the ground, the pit shall be filled in, and the ground above shall be graded to match the elevation of the surrounding areas smoothed out. Alternate wash down plans must be approved by the Project Engineer.

Wash-down plans describe procedures that prevent wash down water from entering streams and rivers. Never dispose of wash-down water down a storm drain. Establish a wash-down water pit location that includes the following: (1) the pit is located away from a storm drain, stream or river; (2) the pit is accessible to the vehicle being used for wash-down; (3) the pit has enough volume for wash-down water; and (4) make sure you have permission to use the area for wash-down. On some sites, you may not have permission or access to a location which allows for a wash-down pit. In those cases, the Contractor may have to wash-down into a wheelbarrow or other container and carry the container for transport to a proper disposal site. For additional information, refer to the Georgia Small Business Environmental Assistance Program's "A Guide for Ready Mix Chute/Hopper Wash-down".

RETENTION OF RECORDS

The Department will retain records in accordance with Part IV.F of the General Permit GAR 100002.

ALTERNATIVE BMP'S

Alternative BMP's are not used on this project. Silt gates are used on this project as additional BMP's at pipe inlets and are not being used in place of or as a substitute for other conventional BMP's. Temporary check dams are used in ditches to provide interim stabilization and flow velocity reduction. The stability of the site is maintained with other conventional BMP's as shown on the plans. This ESPCP would be fully compliant with permit requirements if the silt gates were removed and as a result are not considered alternative BMP's when used on this project. The silt gates help prevent pipe clogging during construction that can result from the ingestion of sediments and other large debris like rip rap, sand bags, roadway debris and other construction materials that when combined with sediments easily clog roadway drainage pipes.

SHEET ADDED 4/14/09



REVISION DATES

8/1/09

9/9/09

STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION

OFFICE: CONSULTANT DESIGN

ESPC GENERAL NOTES

DRAWING No.  
51-03